CITY OF LODI INFORMAL INFORMATIONAL MEETING "SHIRTSLEEVE" SESSION CARNEGIE FORUM, 305 WEST PINE STREET TUESDAY, JUNE 14, 2005

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, June 14, 2005, commencing at 7:04 a.m.

A. ROLL CALL

Present: Council Members - Hansen, Hitchcock, Johnson, and Mounce

Absent: Council Members – Mayor Beckman

Also Present: City Manager King, City Attorney Schwabauer, and Deputy City Clerk Taylor

B. TOPIC(S)

B-1 "Regional Transportation Impact Fee Update"

City Manager King reported that one of the original requirements toward initiating Measure K funding in 1990 was that a Regional Transportation Impact Fee (RTIF) be implemented to balance out transportation impacts and improvements on new development as well as existing residents. He explained that a policy committee was created and is currently finalizing a recommendation for a fee structure and schedule for collection and distribution of fees to be presented to the San Joaquin Council of Governments (SJCOG) at its regular meeting of June 23, 2005. He stated that following the acceptance of the recommendation by SJCOG, the topic will be brought before all cities in the region for acceptance and approval of the proposed fee structure. Further, he shared that Council Member Hansen has been representing the City as a member of the policy committee.

Mr. King stated that initial meetings of the committee resulted in a lack of agreement or recommendation regarding fees, projects, and how dollars should be spent. City managers met to discuss the committee's main topic of concern which was the dissemination of funds. A unified proposal of compromise was presented by the dty managers which ultimately resulted in the committee members returning to discussions and producing three models and the RTIF policy committee recommendation for SJCOG (filed).

Council Member Hansen explained that the RTIF policy committee is comprised of 25 members representing different public entities and special interest groups, and a regional perspective and compromise were key elements in reaching an agreeable proposal. He shared that the highly debated topic of controlling funds, voted upon by members, will be a recommendation that individual cities be responsible for collection and administration. All communities have reported experiencing increases in traffic and decreases in the conditions of roadways because of the number of people moving into the area. He noted that Stockton will be implementing an optional higher fee than that being recommended by the committee. The proposed RTIF will directly impact the affordability of new homes, businesses, and industry in the area, but will address only a portion of the funding needs necessary for transportation projects in the region. He stated that the Sierra Club does not support the committee-approved proposal, but believes the implementation of the RTIF will increase the likelihood of continuing Measure K, which, although effective until 2011, will be on the ballot for renewal during the regular election in 2006.

In response to Mayor Pro Tempore Hitchcock, Council Member Hansen explained that the implementation of the RTIF will provide additional funding for projects, which are currently being supported by a variety of funding sources including Measure K. In reviewing the final three options for committee consideration, the majority of members voted in favor of Option 3, proposing a fund structure for 75% of fees to cities, 5% to transportation, 10% to the County, and 10% to mainline highway projects throughout the region.

Richard Prima, Public Works Director, reviewed a map detailing roadways and highways within San Joaquin County, which are targeted as projects proposed within the \$5 billion regional area project list. He explained that of the proposed projects, \$3 billion would cover the state highway system, \$1 billion would be for interchange projects, \$1 billion would encompass local roadways, and approximately \$155 million would be for transit projects. He stated that two years ago a nexus study was initiated in an attempt to put together a basis for a regional fee, which was estimated to be over \$5,000 per building unit; however, the study was not completed due to conflicts over the structure and implementation of the program. Mr. Prima reported that a new nexus study would need to be completed to form the foundation for the standard fee rates, with individual jurisdictions using the results of the universal nexus study as the basis for adopting fees. He explained that transportation funding is a fairly complex issue, in which Lodi has traditionally relied on state, federal, and local funding, primarily from Measure K. The City's goal projection list is a compilation of all projects targeted for completion over the course of the next 30 years. In past years some projects were placed on hold until funding could be secured. Federal transportation bills are passed every five to six years and the shift of funding into transit or highways is unpredictable. State funding is now directly allocated to SJCOG for roadway projects, and Caltrans takes its dollars for maintenance first, leaving the City short. Given the current State budget deficit, even these funds have been detained and projects are falling farther behind.

In response to Council Member Johnson, Andrew Chesley, Deputy Executive Director for SJCOG, acknowledged that anticipated growth estimates by cities and the County are approximately 30% to 40% higher when compared to SJCOG estimates, which are supported by the University of the Pacific (UOP) Business Forecasting Center estimates. He shared that cities and the County look at their sphere of influence and current growth in estimating future growth, while SJCOG and UOP look at the entire region, long-term historical trends, and review state and other source projects to arrive at a lower and more conservative overall growth rate. SJCOG makes a series of growth projections every two years for all of San Joaquin County, taking into account individual projects from the cities and the County. For example, over the past two years Stockton has experienced a very high growth rate while Tracy has implemented a growth control measure, supporting the idea that using short-term history is not always the best measure in regard to projecting growth rates.

In answer to Mayor Pro Tempore Hitchcock, Mr. Chesley reported that since Measure K was initiated in 1990, local fees were implemented by two cities in San Joaquin County; however, the intent of the measure was that cities apply local transportation impact fees and that all cities implement an RTIF. During the past few years, several attempts were made for a regional consensus, but without models or templates available for review and restructure to fit the needs of the region, no progress was made. With the recent development of a county-wide model program for San Joaquin County, the policy committee is a unique leader in the development of RTIF. With the passing of Measure K and the San Joaquin County half cent sales tax for transportation services, San Joaquin County has been able to move forward with 14 highway-related projects during the past 15 years. In comparison, Stanislaus County, which does not have either of these funding sources, has not placed itself in a position to be able to capture transportation dollars from the state or federal government and has had only three projects. Implementing RTIF is expected to better position San Joaquin County to capture dollars from other sources for projects and improvements. The state and federal governments are interested in providing a portion of funding for projects of approximately 25%, but are not interested in investing 80% to 100%. San Joaquin County will be in a better position to capture the funding support with the implementation of RTIF.

Council Member Hansen stated that discussion of a mechanism for reviewing and automatically changing the RTIF has been discussed and that the committee supports the administrative fee being just enough to cover city costs without surcharges. He reported that the policy committee will present the final report and recommendations to the SJCOG board on June 23, 2005, and noted that he would be out of town and Mayor Pro Tempore Hitchcock will attend the meeting and vote in his absence. Following the nexus study and votes of approval from the Board of Supervisors and every city œuncil in San Joaquin County, it is anticipated that SJCOG will approve and implement the RTIF effective January 1, 2006.

Council Member Johnson reported that at a recent meeting of the San Joaquin Partnership, discussion centered on the possibility that the RTIF may negatively impact the good competitive &conomic development edge currently being enjoyed throughout the region. Council Member Hansen commented that while the cost of housing, industry, and retail development would rise, perhaps the development transportation and visible improvements along highway interchanges may become an attractor for future development. He shared that there are public elected officials who have been very critical of the County's delay in adopting the RTIF because it was required as part of Measure K and many dollars have been lost.

Council Member Mounce extended her appreciation to Council Member Hansen for his tireless efforts in representing Lodi in a professional manner while working on the policy committee.

PUBLIC COMMENTS:

• Myrna Wetzel stated that she was concerned about the auditing process and questioned whether or not it would be a part of the administrative fees, and what portion of the overall fees would be for the audit. City Manager King shared that the auditing cost may be made a part of the administrative fees, and if so the percentage would be approximately 1.5% to 2% of the amount collected. He commented that before administrative fees could be set a definition and line account of specific tasks included in the fees would have to be established to ensure the lowest possible administrative fees are charged in keeping with the policy committee's direction.

C. COMMENTS BY THE PUBLIC ON NON-AGENDA ITEMS

None.

D. ADJOURNMENT

No action was taken by the City Council. The meeting was adjourned at 8:02 a.m.

ATTEST:

Jacqueline L. Taylor Deputy City Clerk

AGENDA ITEM



AGENDA TITLE:

Regional Transportation Impact Fee (RTIF) Update

MEETING DATE:

June 14, 2005 (Shirtsleeve Session)

PREPARED BY:

Public Works Director

RECOMMENDED ACTION:

Information only.

BACKGROUND INFORMATION:

The San Joaquin Council of Governments and its members have been working on a Regional Transportation Impact Fee for some time now. The work is being guided by a Policy Committee consisting of elected officials, building industry and business representatives, and other public interest groups.

The Policy Committee has agreed on a fee amount to carry forward in the process:

Land Use	<u>ree</u>
Single Family Dwelling Units	\$ 2,500.00 per unit
Multi Family Dwelling Units	\$ 1,500.00 per unit
Retail	\$ 1.00 per square foot
Office & Service Commercial	\$ 1.25 per square foot
Manufacturing & Logistics	\$ 0.75 per square foot

The next steps in the process are to refine the fee program administration and the project list. A nexus study will also need to be completed before the actual adoption of the fee.

The agenda for the June 8, 2005 Policy Committee is attached as background information, along with the draft project list from an earlier meeting that is referred to in the agenda. Staff will update Council on the results of the meeting at the Shirtsleeve Session and engage the Council in discussion on the fee program issues and its relationship to Measure K and renewal efforts.

Richard C. Prima, Jr. Public Works Director

RCP/pmf

Attachments

APPROVED:

Blair King, City Manager

6/8/2005

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POLICY COMMITTEE

Regional Transportation Impact Fee (RTIF)

CITY MANAGER'S OFFICE

Wednesday, June 8, 2005 @ 4:00 PM
Location: San Joaquin Council of Governments
Regional Center Conference Room

Regional Center Conference Room 555 E. Weber Ave., Stockton, CA

JUN - 6 2005

AGENDA



ALL ITEMS ARE AVAILABLE FOR ACTION BY THE COMMITTEE

- 1. Call to Order/Pledge of Allegiance
- 2. Roll Call
- 3. Public Comment ~ Comment Cards Required in Advance
- 4. Review of Proposed RTIF Administrative Models (Refer to Attached Models)

ACTION

- Model One
- Model Two
- Model Three
- 5. RTIF Project List
 - ✓ Finalize Project List
 - ✓ Expenditures of RTIF Funds as they Relate to the Original Purpose
- 6. Establish Course of Action

June 16, 2005 @ 4:00 p.m. ~ Final Plan to Present to SJCOG Board of Directors for Adoption

7. Adjourn

The San Joaquin Council of Governments is in compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. # 12132) and the Ralph Brown Act (California Government Code # 54954.2) and will make all reasonable accommodations for the disabled to participate in employment, programs and facilities. Persons requiring assistance or auxiliary aid in order to participate or persons wishing to store their bicycle safely during the meeting should contact Rebecca Montes at 468-3913 at least 24 hours prior to the meeting.

MODEL ONE

Prepared by the City Managers/County Administrator

FEES

- The fee proceeds will be collected by the county and cities. The fees will be held and managed by the county and cities.
- The cities will remit ten percent to the county for county projects.
- The cities and county will designate no more than ten percent of the revenue collected to the projects associated with the following highways: (1) Interstate 5; (2) Interstate 205; and (3) Highway 99.

PROJECT SELECTION

 City Councils and the County Board of Supervisors will make project selection decisions for projects within their boundaries and may approve use of RTIF funds for projects within their sphere of influence.

PROJECT MANAGEMENT

• City Councils and the County Board of Supervisors are responsible for performing or contracting for the management of building their selected projects.

APPLICATION OF RTIF REVENUE TO PROJECTS

- City Councils and the County Board of Supervisors will decide the amount of RTIF revenue that will be allocated to a given project.
- RTIF funds can be expended in interchange projects that tie arterials to the above mentioned mainline highways.
- Application of RTIF revenue is emphasized on "major arterials".
- Cities and the County may partner with each other and use RTIF funds to construct projects of mutual benefit.

NEXUS STUDY

Cities and County will participate in a universal nexus study to form the foundation for the standard fee rates. Individual jurisdictions will use the results of the universal nexus study as a basis for adopting their own nexus. This is because each city and the County will collect the fees individually and be responsible for it.

MODEL TWO

Prepared by Dale Stocking

<u>FEES</u>

• The RTIF revenue will be collected by jurisdictions at the time of building permit and will be forwarded to San Joaquin Council of Governments (SJCOG).

REGIONAL PROJECT LIST

- A Capital Improvement Plan (CIP) representing the projects to be funded by RTIF revenue will be established.
- RTIF projects must be located on a defined Regional Transportation Network.

ADMINISTRATION

- SJCOG will be responsible for the overall administration of the RTIF program.
- SJCOG will be responsible for applying the funds to established Regional Transportation Network (RTN) projects.

DISTRIBUTION OF FEE

- Seventy percent (70%) of the fees will be programmed on projects within the sphere of influence of the jurisdiction that collected the fee. For the County of San Joaquin, the fees will be programmed on projects in the unincorporated area.
- Twenty percent (20%) of the fees will be used as a mechanism to share revenue generated between jurisdictions for project delivery.
- Ten percent (10%) of the fees will be used for Public Transit. (Note A)

Notes

A) Breakdown of Project Costs in March 30, 2005 Draft Project List:

Sub Total Mainline Highway Projects	3,029,100,000	56%
Sub Total Interchange Projects	986,007,000	18%
Sub Total Roadway Projects	1,282,355,000	24%
Sub Total Transit Projects	155,412,410	3%
Total All RTIF Projects	5,452,874,410	100%

MODEL THREE

Hybrid Model Based on Locke Proposal

FEES

- The fees will be collected by the county and cities. The fees will be held and managed by the county and cities.
- The cities will remit ten percent to the county for county projects.
- The cities and county will designate three percent for transit projects which will be forwarded to SJCOG to administer.
- The cities and county will designate a minimum of ten percent to highway projects which will be forwarded to SJCOG to administer.

FIREWALL

The county and cities will place a firewall around the fee. This firewall will state that no fees may be borrowed for other purposes and the fees can only be used for regional facilities.

PERFORMANCE AUDIT

The county and cities will be required to conduct an annual performance audit as part of its annual audit.

The county and cities will remit the compliance audit to the SJCOG.

MONITORING

The SJCOG will be responsible for monitoring the county, cities, San Joaquin Regional Transit District, San Joaquin Regional Rail Commission, and Caltrans for compliance with the expenditure of the regional fees on regional projects.

REGIONAL PROJECT LIST

The Regional Project List will be established and maintained by the SJCOG. This list can be amended at the request of the county or the cities. The list can only include those projects that are regional.

Comparison of Proposed RTIF Models & the Collection/Distribution of Revenue Across Jurisdictions

		MOD	EL ONE
	5-Year	10% to	90% to
	Total RTIF	County	Jurisdiction
Escalon	\$1,621,000	\$162,100	\$1,458,900
Lathrop	\$17,607,407	\$1,760,741	\$15,846,666
Lodi	\$4,975,000	\$497,500	\$4,477,500
Manteca	\$18,325,000	\$1,832,500	\$16,492,500
Ripon	\$3,238,750	\$323,875	\$2,914,875
Stockton	\$63,266,401	\$6,326,640	\$56,939,761
SJC	\$18,160,216	N/A	\$18,160,216
Tracy	\$6,980,000	\$698,000	\$6,282,000
		\$11,601,356	\$122,572,418
	Regional Total	\$134,1	73,774
	10 % Fee Amour	nt County Receives	\$11,601,356
	Total Amoun	t County Receives	\$29,761,572

		MILLIPET TWILL	
		MODEL TWO	
The second section of the second seco	20% - Regional	70% to Sphere	10% for
Total RTIF	Revenue Sharing	of Influence	Public Transit
\$1,621,000	\$324,200	\$1,134,700	\$162,100
\$17,607,407	\$3,521,481	\$12,325,185	\$1,760,741
\$4,975,000	\$995,000	\$3,482,500	\$497,500
\$18,325,000	\$3,665,000	\$12,827,500	\$1,832,500
\$3,238,750	\$647,750	\$2,267,125	\$323,875
\$63,266,401	\$12,653,280	\$44,286,481	\$6,326,640
\$18,160,216	\$3,632,043	\$12,712,151	\$1,816,022
\$6,980,000	\$1,396,000	\$4,886,000	\$698,000
	\$26,834,755	\$93,921,642	\$13,417,377
Regional Total		134,173,774	
	\$17,607,407 \$4,975,000 \$18,325,000 \$3,238,750 \$63,266,401 \$18,160,216 \$6,980,000	Total RTIF Revenue Sharing \$1,621,000 \$324,200 \$17,607,407 \$3,521,481 \$4,975,000 \$995,000 \$18,325,000 \$3,665,000 \$3,238,750 \$647,750 \$63,266,401 \$12,653,280 \$18,160,216 \$3,632,043 \$6,980,000 \$1,396,000 \$26,834,755	Total RTIF Revenue Sharing of Influence \$1,621,000 \$324,200 \$1,134,700 \$17,607,407 \$3,521,481 \$12,325,185 \$4,975,000 \$995,000 \$3,482,500 \$18,325,000 \$3,665,000 \$12,827,500 \$3,238,750 \$647,750 \$2,267,125 \$63,266,401 \$12,653,280 \$44,286,481 \$18,160,216 \$3,632,043 \$12,712,151 \$6,980,000 \$1,396,000 \$4,886,000 \$26,834,755 \$93,921,642

			MOD	EL THREE	
	5-Year	3% for	10% to	10% to	77% to
	Total RTIF	Transit	County	Highways	Jurisdiction
Escalon	\$1,621,000		\$162,100	\$162,100	\$1,248,170
Lathrop	\$17,607,407		\$1,760,741	\$1,760,741	\$13,557,703
Lodi	\$4,975,000		\$497,500	\$497,500	\$3,830,750
Manteca	\$18,325,000		\$1,832,500	\$1,832,500	\$14,110,250
Ripon	\$3,238,750	\$97,163	\$323,875	\$323,875	\$2,493,838
Stockton	\$63,266,401	\$1,897,992	\$6,326,640	\$6,326,640	\$48,715,129
SJC	\$18,160,216		N/A	\$1,816,022	\$15,799,388
Tracy	\$6,980,000	\$209,400	\$698,000	\$698,000	\$5,374,600
		\$4,025,213	\$11,601,356	\$13,417,377	\$105,129,828
		Regional Total		\$134,173,774	
		10% Fee Amount County Receives \$11,601			
	l		Total Amou	ant County Receives	\$27,400,744

Note: The sum of the fees collected by each jurisdiction from 2005-2009 is based on the following: (1) Land use growth projections submitted by each jurisdiction for 5-years; (2) The fees per land use category approved by the RTIF Policy Committee at the May 19, 2005 meeting. Overall, the growth projections submitted by the cities/county are 30%-40% higher than projections by SJCOG and UOP.

Note: Revenue controlled and/or dedicated to the County in all Models are applied to the unincorporated area.

Comparison of Proposed RTIF Models and the Collection/Distribution of Fees by Individual Jurisdiction

	_		_	_	
LEGEND:					
Model One:	Developed b	y City Manage	r's/County Admin	istrator	
Model Two:	Developed b	y Dale Stockin	g of the Sierra Clu	ıb	
	Ci	ty of Esc	alon		
Total Fees	Collected in	Collected in 5-Yr. Period \$1,621,000			
Models	Distr	Distribution of Fees to Agency by Proposal			
	10% to County		90% to I	Escalon	
One	\$16	2,100	\$1,458,900		
Total Fees Available to Escalon			\$1,458	3,900	
			70% to	10% for	
	20% to be	e Shared by	Escalon's	Public	
	Local Agencies		Sphere of	Transit	
Two	\$32	4,200	\$1,134,700	\$162,100	
Total	Fees Availab	ole to Escalon	\$1,134	1,700	
	3% for	10% to	10% for	77% to	
	Transit	County	Highways	Escalon	
Three	\$48,630	\$162,100	\$162,100	\$1,248,170	
Total	Fees Availah	ole to Escalon	\$1,248	3.170	

	Cit	ty of Mar	nteca			
Total Fees	Collected in	Collected in 5-Yr. Period \$18,325,000				
Models	Distr	ibution of Fee	es to Agency by P	roposal		
One		County 32,500	90% to M \$16,492			
Total F	ees Availabl	le to Manteca	\$16,49	2,500		
Two	20% to be Shared by Local Agencies \$3,665,000		70% to Manteca's Sphere of Influence \$12,827,500	10% for Public Transit \$1,832,500		
Total F	ees Availabl	le to Manteca	\$12,82	7,500		
Three	3% for Transit \$549,750	10% to County \$1,832,500	10% for Highways \$1,832,500	77% to Manteca \$14,110,250		
Total F	ees Availabl	le to Manteca	\$14,11	0,250		

San Joaquin County (SJC)					
Total Fees Co	ollected in 5	-Yr. Period	\$18,16	0,216	
Models	Distr	ribution of Fee	es to Agency by P	roposal	
	Shar	ed Fee	100% to	o SJC	
One	\$11,6	601,356	\$18,160	0,200	
To	Total Fees Available to SJC			1,556	
			70% to	10% for Public	
	20% to be Shared by Local Agencies		Unincorporated Area	Transit	
Two	\$3,63	32,043	\$12,712,151	\$1,816,022	
To	tal Fees Ava	ilable to SJC	\$12,712	2,151	
	3% for		10% for		
	Transit	Shared Fee	Highways	87% to SJC	
Three	\$544,806	\$11,601,356	\$1,816,022	\$15,799,388	
То	tal Fees Ava	ilable to SJC	\$27,400	0,744	

Model Three:	Developed by Mike Locke of the San Joaquin Partnership				
	City of Lathrop				
	Total Fees Collected in 5-Yr. Period			\$17,60	7,407
	Models Distribution of Fee			s to Agency by	Proposal
		10% to	County	90% to 1	Lathrop
	One	\$1,7	60,741	\$15,84	6,666
	Total Fe	Total Fees Available to Lathrop \$15,846,6		6,666	
				70% to	10% for
		20% to be Shared by		Lathrop's	Public
		Local	Agencies	Sphere of	Transit
	Two	\$3,5	21,481	\$12,325,185	\$1,760,741
	Total Fe	es Availab	le to Lathrop	\$12,32	25,185
		3% for	10% to	10% for	77% to
		Transit	County	Highways	Lathrop
	Three	\$528,222	\$1,760,741	\$1,760,741	\$13,557,703
	Total Fe	ees Availab	le to Lathrop	\$13,55	77,703

	C	ity of Ri	pon	
Total Fees C	Collected in	5-Yr. Period	\$3,23	8,750
Models	Distr	ibution of Fee	s to Agency by	Proposal
One		County 3,875	90% to \$2,914	
Total Fees Available to Ripon			\$2,91	4,875
Two	Local	e Shared by Agencies 7,750	70% to Ripon's Sphere of Influence \$2,267,125	10% for Public Transit \$323,875
Total	Fees Availa	able to Ripon	\$2,26	7,125
Three	3% for Transit \$97,163	10% to County \$323,875	10% for Highways \$323,875	77% to Ripon \$2,493,838
Total	Fees Availa	ble to Ripon	\$2,493	3,838

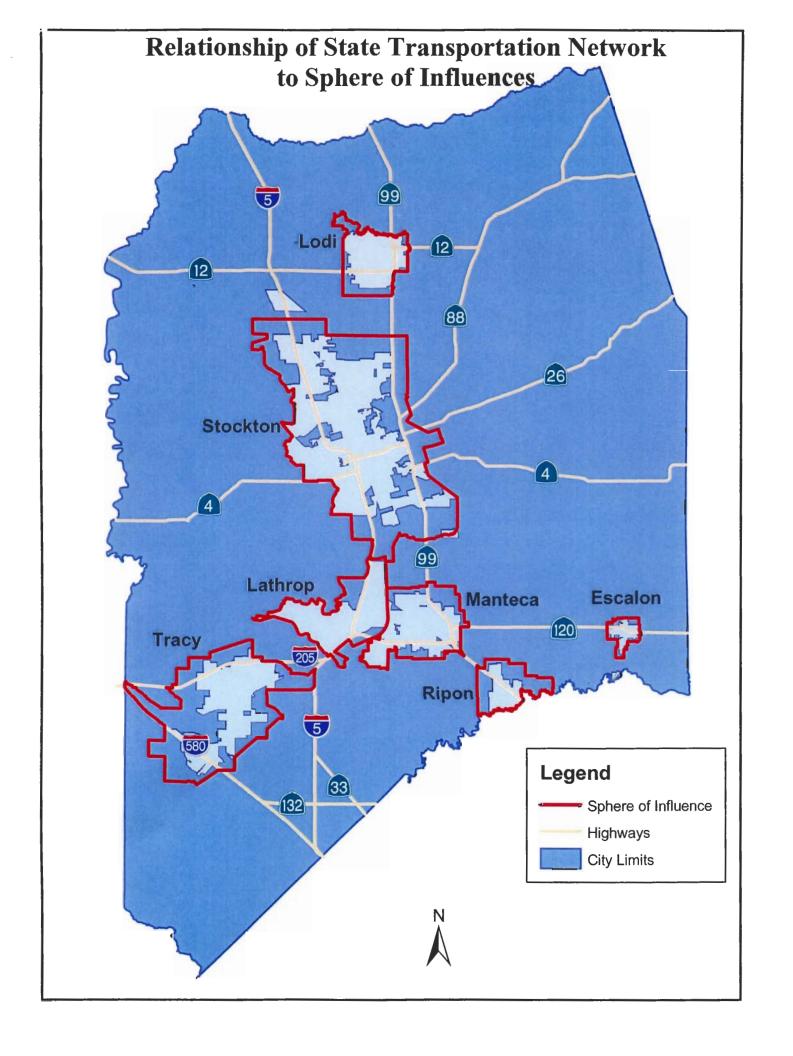
	\mathbf{C}	ity of Tr	acy	
Total Fees C	Collected in	5-Yr. Period	\$6,980	0,000
Models	Distri	ibution of Fee	es to Agency by	Proposal
	10% to	o County	90% to	Tracy
One	\$69	8,000	\$6,282	2,000
Total	Fees Availa	able to Tracy	\$6,282	2,000
Two	20% to be Shared by Local Agencies \$1,396,000		70% to Tracy's Sphere of Influence \$4,886,000	Public Transit \$698,000
Total	Fees Availa	able to Tracy	\$4,886	6,000
Three	3% for Transit \$209,400	10% to County \$698,000	10% for Highways \$698,000	77% to Tracy \$5,374,600
Total	Total Fees Available to Tracy			4,600

Tota Models			\$4,9	75,000				
Models	Distri	bution of Food to		Total Fees Collected in 5-Yr. Period \$4,975,000				
Models		dution of rees to A	Agency by Pro	posal				
	10% to	County	90%	to Lodi				
One	\$497	,500	\$4,4	177,500				
	Total Fees A	Available to Lodi	\$4, 4	77,500				
			70% to					
	20% to be Shared by Local		Lodi's	10% for Public				
	Agencies		Sphere of	Transit				
Two	\$995	,000	\$3,482,500	\$497,500				
	Total Fees Available to Lodi		\$3,4	182,500				
			10% for					
3	3% for Transit 10% to County		Highways	77% to Lodi				
Three	\$149,250 \$497,500		\$497,500	\$3,830,750				
	Total Fees A	Available to Lodi	\$3,8	330,750				

City of Stockton									
To	otal Fees Collecte	d in 5-Yr. Period	\$63,266,401						
Models	Distri	ibution of Fees to	Agency by Proposal						
	10% to	County	90% to Stockton						
One	\$6,32	6,640	\$56.	,939,761					
	Total Fees Avai	lable to Stockton	\$56,	939,761					
			70% to Stockton's						
			Sphere of	10% for Public					
	20% to be Shared	by Local Agencies	•	Transit					
Two	\$12,65	53,280	\$44,286,481	\$6,326,640					
	Total Fees Avai	lable to Stockton	\$44,	286,481					
			10% for						
	3% for Transit	10% to County	Highways	77% to Stockton					
Three	\$1,897,992	\$6,326,640	\$6,326,640	\$48,715,129					
	Total Fees Avai	lable to Stockton	\$48,	715,129					

	5-YEAR SUMMARY	
MODEL ONE:	10 % to County	\$11,601,356
	*90% to Jurisdiction	\$122,572,402
MODEL TWO:	20% Regional Revenue Sharing	\$26,834,755
	70% to Sphere of Influence	\$93,921,642
	10% for Public Transit	\$13,417,377
MODEL THREI	3% for Transit	\$4,025,213
	10% to County	\$11,601,356
	10% to Highways	\$13,417,377
	**77% to Jurisdictions	\$105,129,828

*Total Includes 100% of Fee for SJC **Total Includes 87% of Fee for SJC



RTIF Revenue Projections for 2005 to 2009

	Single	Multi					Manu-		Total			
	Family	Family	Total	Retail	Office	Service	facturing	Logistics	Sq. feet			
	_									Fee Raised	Avg. per Year	
Tracy	805	445	1,250	1,200,000	690,000	230,000	1,300,000	1,300,000	4,720,000	\$6,980,000	\$1,396,000	5% Tracy
Manteca	5,500	200	5,700	1,500,000	200,000	100,000	200,000	3,000,000	5,000,000	\$18,325,000	\$3,665,000	14% Manteca
Stockton	21,770	1,099	22,869	2,556,744	554,718	983,363	3,224,729	393,345	7,712,899	\$63,266,401	\$12,653,280	47% Stockton
SJ County	6,250	1,150	7,400	204,906	125,453	125,453	246,724	142,180	844,716	\$18,160,216	\$3,632,043	14% SJ County
Escalon	375	109	484	120,000	60,000	20,000	200,000	200,000	600,000	\$1,621,000	\$324,200	1% Escalon
Ripon	910	170	1,080	350,000	80,000	90,000	65,000	130,000	715,000	\$3,238,750	\$647,750	2% Ripon
Lodi	1,300	200	1,500	425,000	230,000	0	550,000	400,000	1,605,000	\$4,975,000	\$995,000	4% Lodi
Lathrop	5,898	557	6,455	190,730	394,692	478,288	419,000	574,269	2,056,979	\$17,607,407	\$3,521,481	13% Lathrop
											\$26,834,755	100%
TOTAL	42,808	3,930	46,738	6,547,380	2,334,863	2,027,104	6,205,453	6,139,794	23,254,594	\$134,173,774	\$53,669,510	
(The totals	are 30% to 40	% higher than	UOP or	SJCOG proj	ections.)							
Avg. Year	8,562	786	9,348	1,309,476	466,973	405,421	1,241,091	1,227,959				
Fee	\$2,500.00	\$1,500.00		\$1.00	\$1.25	\$1.25	\$0.75	\$0.75				
Fee Raised	\$21,404,000	\$1,179,000		\$1,309,476	\$583,716	\$506,776	\$930,818	\$920,969		\$26,834,755	Avg. Year Fee	Total

^{0.24} Factor for Translating County's acreage figures to square feet

EGIONAL TRANSPORTATION IMPACT FEE - Draft Project List (March 30, 2005)				2	3	4	5	6		
		MAINLINE HIGHWAY PROJECTS	Full	External	RTIF	MK	Other	Project		
Project	Sponsor	Project Description	Project Cost	Trip Costs	Costs	Funding	Funding	Shortfall		
SR-99	Caltrans	New capacity ~ widen 4 to 6 lanes (Inside), from Jct. 12 East to County line.	\$86,000,000							
SR-99	Caltrans	New capacity ~ widen 4 to 6 lanes (Inside), from north of Harney to SR-12 East	\$11,250,000							
SR-99	Caltrans	Widen 4 to 6 lanes using inside median, Arch Road to Main Street. (so. boundary: Crosstown/99 interchange)	\$158,000,000	7						
SR-99	Stockton	Widen 6 to 8 lanes (Outside), Eight Mile Road to Armstrong Road	\$100,000,000							
SR-99	Caltrans	Widen 6 to 8 lanes (Outside), Hammer Lane to Eight Mile Road	\$88,000,000	Upon approval of the						
SR-99	Stockton	Widen 6 to 8 lanes (Outside), Crosstown to Hammer Lane	\$194,000,000		technical analysis will					
SR-99	Stockton	Widen 6 to 8 lanes (Outside), Arch to Crosstown	\$86,000,000	be conducted on all r	٠, ١					
SR-99	Stockton	Widen 6 to 8 lanes (Outside), French Camp Road to Mariposa Road	\$100,000,000	projects for meeting a by AB 1600.	all criteria mandated					
SR-99	Caltrans	Widen 6 to 8 lanes (Outside), Ripon to Manteca	\$203,000,000	Dy AB 1000.						
SR-99	Stockton	Widen 8 to 10 lanes (Outside), Mariposa Road to Cherokee Road	\$150,000,000	1) External trips and	associated costs.					
I-5	Caltrans	Widen 4 to 6 lanes (Inside), SR-12 to County Line	\$91,000,000	2) Existing deficienci	es and associated	Previous "other" funding assumptions for				
I-5	Caltrans	Widen 6 to 8 lanes (Inside), Eight Mile Road to SR-12	\$27,000,000	costs.	mainline highway projects were based on					
I-5	Stockton	Widen 6 to 8 lanes (Inside), Otto Road to Eight Mile Road	\$25,000,000		nable nexus between	year 2002. Future project funding assumptions will be updated based on most current MK Strategic Plan, STIP,				
I-5	Caltrans	Widen 6 to 8 lanes (Inside) from Monte Diablo Avenue under crossing to Otto Road. Add aux. Possible HOV lane.	\$250,000,000	on which the fee is in	transportation project					
I-5	Caltrans/Stkn.	Widen 8 to 10 lanes, Roth Road to Otto Drive	\$400,000,000		nable nexus between					
I-5	Caltrans	Widen 8 to 10 lanes, Charter Way to Mt. Diablo	\$109,000,000	,	sportation project and					
I-5	Caltrans	Widen 6 to 8 lanes (Inside), French Camp Road to Charter Way	\$27,500,000	the type of developm	ent project on which	,	(when available).			
I-5	Caltrans	Widen 6 to 8 lanes (Inside), SR 120 to French Camp Road	\$71,000,000	the fee is imposed.						
SR-88	Caltrans	Passing lanes, SR-12 to Amador County Line	\$24,000,000		nable nexus between					
SR-12	Caltrans	Widen 2 to 4 lanes (Outside), add turn lanes, from SR-99 to SR-88	\$50,500,000	the amount of the feet transportation project						
SR-26	Caltrans	Passing lanes, shoulder & road improvements, Jack Tone Road to Calaveras County	\$14,000,000	transportation project						
SR-26	Caltrans	New capacity ~ widen 2 to 4 lanes (Outside), Cardinal (diverting canal) to Jack Tone Road	\$48,000,000	development on which						
SR-4 Crosstown Freeway	Caltrans/Stkn.	Widen 6 to 8 lanes, I-5 to SR-99	\$75,000,000]						
SR-4 Widening	Stockton	Widen 6 to 8 lanes, SR-99 to Austin Road Extension	\$30,000,000	7						
SR-26 Widening	Stockton	Widen 6 to 8 lanes, SR-99 to Austin Road Extension	\$30,000,000	7						
SR-4	Caltrans	Road and shoulder improvements, Jack Tone Road to East San Joaquin County Line	\$8,850,000	7						
SR-4 Crosstown Extension	Caltrans/Stkn.	New alignment from Fresno ave. to SR-4 west of San Joaquin River	\$150,000,000	1						
SR-120	Caltrans	Widen 4 to 6 lanes (Inside) from I-5 to SR-99	\$54,000,000	7						
SR-120 West of Escalon	Caltrans	Widen from Jacktone 5 lane conventional to Sexton, new south alignment to McHenry	\$75,000,000	7						
SR-120 East of Escalon	Caltrans	New south alignment from McHenry to existing 120 @ Harrold, widen to 5 lane conventional to county line	\$25,000,000	7						
I-205	Caltrans	Widen 6 to 8 lanes (Inside/Outside) from I-580 to I-5	\$268,000,000	7						
		SUB TOTAL MAINLINE HIGHWAY PROJECTS	\$3,029,100,000	\$0	\$0	\$0	\$0	\$0		

		INTERCHANGE MODIFICATIONS, RECONSTRUCTIONS, AND IMPROVEMENTS	Project	1 External	RTIF	MK	Other	Project		
Project	Sponsor	Project Description	Costs	Trip Costs	Costs	Funding	Funding	Shortfall		
32 SR-12 @ I-5	Caltrans	Loop Ramps	\$11,250,000							
33 SR-99 @ Armstrong Road	Stockton	Reconstruct interchange	\$35,000,000							
34 SR-99 @ SR-12 (Kettleman Lane)	Lodi	Reconstruct interchange	\$20,000,000							
35 SR-99 @ Harney Lane	Lodi	Reconstruct interchange	\$20,000,000							
36 I-5 @ New Road A (N. Gateway)	Stockton	Construction of new interchange	\$35,000,000							
37 SR-99 @ New Road A	Stockton	Construction of new interchange	\$35,000,000							
38 SR-99 @ Marada Lane	Stockton	Reconstruct interchange	\$35,000,000							
39 I-5 @ Eight Mile Road	Stockton	Interchange Modification	\$17,000,000							
40 SR-99 @ Eight Mile Rd.	Stockton	Reconstruct Interchange (PM 35.1-35.5)	\$36,120,000							
41 I-5 @ Otto Drive	Stockton	Construction of new interchange	\$42,000,000							
42 I-5 @ Hammer Lane	Stockton	Interchange Modification	\$47,000,000							
43 SR-99 @ March Lane/Wilson	Stockton	New interchange - Construct combined Wilson Way, March Lane Interchange (P.M. 21.1-22.1)	\$100,000,000							
44 SR-99 @ SR-88	Caltrans	Reconstruct interchange	\$19,500,000			Previous "other" funding assumptions for				
45 SR-99 @ SR-26	Caltrans	Reconstruct interchange	\$19,500,000		f the RTIF Capital	interchange project were based on status of STIP, FTIP, MK Strategic Plan in year 2002. Future project funding assumptions will be updated based on most current MK Strategic Plan, STIP, FTIP, and MK Renewal				
46 SR 99-Crosstown Frwy.	Caltrans	Reconstruct Freeway to Freeway Interchange	\$30,000,000		a technical analysis					
47 I-5/SR 4-Crosstown Frwy.	Caltrans	Reconstruct Freeway to Freeway Interchange	\$59,000,000		I on all interchange I meet the criteria					
48 SR-99 @ Mariposa Road	Stockton	Reconstruct interchange	\$40,000,000		nder AB 1600.					
49 I-5 @ Arch Sperry/French Camp Rd.	Stockton	Modify existing I-5/French Camp Road Interchange (P.M. 20.8-21.2)	\$35,000,000		1001712 1000.	Expen	nilable).			
50 SR-99 @ Arch Sperry Rd.	Stockton	Phase 2 interchange improvements	\$15,000,000							
51 SR-99 @ French Camp Road	Stockton	Reconstruct interchange	\$35,000,000							
52 SR-99 @ New Road	Stockton	Construction of new interchange between French Camp Road and Arch-Sperry Road	\$35,000,000							
53 I-5 @ Matthews Road	Stockton	Reconstruct interchange	\$35,000,000							
54 I-5 @ Roth Road	Stockton	Reconstruct interchange	\$35,000,000							
55 I-5 @ Lathrop Road	Lathrop	4 lanes under I-5, Modify Interchange 0.3 miles north and south of Lathrop Road undercrossing	\$17,200,000							
56 SR-99 @ Lathrop & North Main	Manteca	Widen to 4 lanes with 2 lane ramps	\$8,900,000							
57 I-5/SR 120	Caltrans	New branch connections (2 Lane Structures). SR-120 West to I-5 North, and I-5 South to SR-120 East	\$35,500,000							
58 SR-99 @ Austin Road	Manteca	Reconstruct/Improve Interchange	\$30,000,000							
59 SR-99 @ Olive Rd.	Ripon	Construct Interchange to include connection with River Road	\$40,000,000							
60 I-205 @ Paradise/Chrisman	Lathrop	Construction of new interchange	\$40,000,000							
61 I-205 @ Grantline	Tracy	Modification of existing interchange	\$13,037,000							
62 SR-132 @ I-5 and Bird Rd.	County	Upgrade interchange, lengthen ramps, widen approaches, install signal controls (P.M. 2.2)	\$10,000,000							
		SUB TOTAL INTERCHANGE PROJECTS	\$986,007,000	\$0	\$0	\$0	\$0	\$0		

			REGIONAL ROADWAY IMPROVEMENTS	Project	1 External	RTIF	MK	Other	Project
	Project	Sponsor	Project Description	Costs	Trip Costs	Costs	Funding	Funding	Shortfall
63	Lower Sacramento Road	Lodi/SJC/Stkn	Widen from 4 to 6 lanes, Royal Oaks to Eight Mile Road and from Marada Lane to Turner Road	\$29,501,000					
64	Lower Sacramento Road	Stockton	Widen from 4 to 6 lanes, Eight Mile Road to Marada Lane	\$20,000,000					
65	Lower Sacramento Road	Stockton	Widen from 2 to 4 lanes, Armstrong Road to Eight Mile Road	\$10,000,000					
66	Liberty Road	SJC	Widen from 2 to 4 lanes, SR-99 to SR-88	\$24,974,000					
67	Peltier Road	SJC	Widen from 2 to 4 lanes, SR-99 to I-5	\$15,500,000					
68	Peltier Road	SJC	Widen from 2 to 4 lanes, SR-99 to Elliott Road	\$25,573,000					
69	Elliott Road	SJC	Widen from 2 to 4 lanes, SR-88 to Peltier Road	\$12,900,000					
70	Turner Road	SJC/Lodi	Widening and safety improvements, I-5 to Woodbridge Irrigation District (WID)	\$4,653,000					
71	Harney Ln.	SJC/Lodi	Widen from 2 to 4 lanes, SR-99 to Lower Sacramento Road (2.6 Miles)	\$12,250,000					
72	New Road A	Stockton	Construct 4 lanes, I-5 to SR-99. Project involves 2 railroad grade separations.	\$25,000,000					
73	Eight Mile Rd.	SJC	Widen from 2 to 6 lanes from Davis Rd. to West Lane, and 4 to 6 lanes for the remainder between I-5 to SR-99	\$50,000,000					
74	Eight Mile Rd.	Stockton	Widen to 8 lanes, I-5 to SR-99. Project involves 2 railroad grade separations.	\$50,000,000					
75	Thornton Road	Stockton	Widen from 4 to 6 lanes, Bear Creek to Hammer Lane	\$20,000,000					
76	Pacific Avenue	Stockton	Widen from 6 to 8 lanes, Hammer Lane to March Lane	\$30,000,000					
77	Aksland Avenue	Stockton	Construct 4 lanes, Otto Drive to March Lane	\$10,000,000					
78	Ryde Avenue Bridge	Stockton	Construct 4 lane bridge over the Calaveras River	\$5,000,000					
79	March Lane	Stockton	Widen from 6 to 8 lanes, Claremont to West Lane	\$9,262,000					
80	March Lane	Stockton	Construct 8 lane Road, Holman to Montauban Avenue	\$20,000,000					
81	March Lane	Stockton	Construct 8 lane Rd. Montauban Ave to SR-99	\$25,000,000					
82	West Lane	Stockton	Widen from 4 to 6 lanes, Armstrong Road to Eight Mile Road	\$10,000,000					
83	West Lane	Stockton	Widen from 4 to 6 ln.SPRR s/o Alpine-Calaveras River	\$44,200,000					
84	West Lane	Stockton	Widen from 6 to 8 lanes, Eight Mile Road to Alpine Avenue	\$35,000,000			Previous "	other" funding assump	otions for
85	West Lane/Airport Way	Stockton	Widen from 4 to 6 lanes, Alpine Avenue to Arch Sperry Road	\$60,000,000				ay projects were base	
86	Airport Way	SJC	Widen from 4 to 6 lanes, SR120-Lathrop Rd (Mtca) & Arch-Sperry - College in Stockton	\$4,900,000	Upon approval of			TIP, MK Strategic Pla	
87	Airport Way	Stockton	Widen from 4 to 6 lanes, French Camp Road to Roth Road	\$15,000,000	'	a technical analysis		ure project funding ass	
88	Airport Way	SJC/Cities	Widen from 4 to 6 lanes, Lathrop Road to Roth Road.	\$9,293,000	will be conducted projects that will	, ,		lated based on most re ic Plan, STIP, FTIP, a	
89	Airport Way	SJC	Widen from 2 to 4 lanes from Arch Sperry to French Camp Road	\$9,000,000	mandated un		•	penditure Plan (when	
90	Airport Way	Stockton	Widen from 6 to 8 lanes, Arch/Sperry Road to French Camp Road	\$20,000,000	manaatoa an	doi 712 1000.	Ttoriowai 27	portantaro i itari (wilon	availabio).
91	Tack Tone Rd.	SJC	Widen from 2 to 4 lanes entire length (SR-99 to SR-88)	\$27,000,000					
92	Mariposa Road	Stockton	Widen from 6 to 8 lanes, SR-99 to Austin Road	\$30,000,000					
93	Mariposa Road	SJC/Cities	Widen from 2 to 4 lanes, SR-99 to Jack Tone Road	\$17,352,000				Γ	
94	Mariposa Road	SJC/Cities	Widen from 2 to 4 lanes, Jack Tone Road to Escalon-Belota Road	\$20,063,000					
-	Austin Road	Stockton	Construct 6 lanes, SR-26 to Main Street	\$10,000,000					
96	Austin Road	Stockton	Construct 8 lanes, Main Street to Mariposa Road	\$60,000,000					
97	Austin Road	Stockton	Construct 6 lanes, Mariposa Road to Arch Road	\$5,000,000					
98	Austin Road	Stockton	Construct 4 lanes, Arch Road to French Camp Road	\$20.000.000					
99	Arch-Sperry Rd.	Stockton	Extend Road to I-5. Widen to 6 lanes. Austin Rd. to I-5	\$82,580,000					
-	Arch-Sperry Rd.	Stockton	Construct 8 lanes, I-5 to Performance Drive	\$65,000,000					
	Arch-Sperry Rd.	Stockton	Construct 8 lanes, Performance Drive to Frontier Way	\$35,000,000					
102	Arch-Sperry Rd.	Stockton	Widen to 6 lanes, Frontier Way to Austin Road	\$10,000,000					
	French Camp Road	Stockton	Widen from 4 to 6 lanes, SR-99 to Arch-Sperry Road	\$40,000,000					
	French Camp Road	SJC/Cities	Widen from 2 to 4 lanes, I-5 to SR-120	\$26,084,000					
	Lathrop Rd.	Lathrop	Widen from 2 to 4 lanes, I-5 to east UPRR	\$2,560,000					
-	Lathrop Rd.	Manteca	Widen from 2 to 4 lanes from east of UPRR to SR-99	\$6,855,000					
	Lathrop Rd.	Lath./Man.	Widen to 6 lanes, I-5 to SR-99	\$3,000,000					
-	Yosemite Ave	County	Widen from 2 to 4 lanes, City limit to North Ripon Rd. 3.05 miles.	\$4,758,000					
	Airport Way	Manteca	Widen from 2 to 4 lanes, Yosemite to SR-120	\$1,153,000					
	Golden Valley Parkway	Lathrop	Parallel facility along north/west side of I-5 from Lathrop Road to Paradise	\$59,290,000					
-	Escalon-Belota Road	SJC/Escalon	Widen from 2 to 4 lanes, Mariposa Road to Escalon City limit	\$4,009,000					
	McHenry @ Ullrey Intersection	Escalon	Intersection Improvement	\$350,000					
-	River Road Extension	Ripon	Widen from 2 to 4 Lanes From McHenry Avenue to SR 120. Includes Parallel Facility to SR 99 North to SR 120.	\$25,000,000					
-	West Ripon Road	Ripon	Extend Ripon Road West (4 Lanes) to Eleventh Street in Tracy	\$50,000,000					
	Howard Road	SJC/Cities	Improvements from Tracy Blvd. to Matthews Road	\$23,935,000					
-	Linne Road	SJC/Tracy	Widen from 2 to 4 lanes, Tracy Blvd. to Chrisman Road	\$4,289,000					
-	Eleventh Street	SJC/Tracy	Safety improvements, MacArthur to I-5)	\$12,369,000					
-	Tracy Boulevard	SJC	Improvements, Sugar Road to Howard Road	\$21,202,000					
	Fracy Boulevard	Tracy	Widen to 4 lanes, I-205 to Eleventh St.	\$8,500,000					
	•		SUB TOTAL ROADWAY PROJECTS	\$1,282,355,000	\$0	\$0	\$0	\$0	\$0
				•					
			PUBLIC TRANSIT	Project	1 External	RTIF	MK	Other	Project
ID#	Project	Sponsor	Project Description	Costs	Trip Costs	Costs	Funding	Funding	Shortfall

		PUBLIC TRANSIT	Project	1 External	RTIF	MK	Other	Project
ID# Project	Sponsor	Project Description	Costs	Trip Costs	Costs	Funding	Funding	Shortfall
120 Bus Rapid Transit (BRT)	SJRTD	Regional/Inter-Regional BRT system	\$100,412,410	11 ' ' '	Upon approval of the RTIF Capital Improvement Plan, a technical analysis will be			
121 Regional Busses	SJRTD	Purchase of buses for service expansion (Intercity/Interregional)	\$10,000,000	11 '	conducted on all public transit related projects			
122 Altamont Commuter Express (ACE)	SJRRC	Acquisition of ACE Corridor between Lathrop and Niles Junction	\$45,000,000		that will meet AB 1600 criteria.			
		SUB TOTAL TRANSIT PROJECTS	\$155,412,410	\$0	\$0	\$0	\$0	\$0
		TOTAL ALL RTIF PROJECTS	\$5,452,874,410					

* Project affiliated with proposed MK renewal project. 1 - external trips are defined as the traffic coming from or going outside of the San Joaquin region.

Note: Column 2+3 = full project cost in column 1. Column 6 = sum of assumed funding in column 3 through 5 minus column 2.